LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

Radford Studio Center Project

Case Number: ENV-2023-1348-EIR

Project Location: 4024, 4064 and 4200 N. Radford Avenue, Los Angeles, California 91604

Community Plan Area: Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass

Council District: 4—Raman

Project Description: The Radford Studio Center Project (Project) entails the continuation of the existing studio use and the modernization and expansion of Radford Studio Center (Project Site) through the proposed Radford Studio Center Specific Plan (Specific Plan). The Project includes the development of up to approximately 1,667,010 square feet of new sound stage, production support, production office, creative office, and retail uses within the Project Site, as well as associated ingress/egress, circulation, parking, landscaping, and open space improvements. The proposed Specific Plan would allow a total of up to approximately 2,200,000 square feet of floor area within the Project Site upon buildout of the Project (inclusive of approximately 532,990 square feet of existing uses to remain). Proposed new buildings could range in height from approximately 60 feet to up to 135 feet. A total of approximately 6,050 vehicular parking spaces (including approximately 2,170 existing vehicular parking spaces to remain) would be provided within the Project Site at full buildout of the total floor area permitted under the proposed Specific Plan. As part of the Project, approximately 646,120 square feet of existing uses would be removed and approximately 532,990 square feet of existing uses would remain. In addition, a Sign District would be established to permit studio-specific on-site signs.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Eyestone Environmental, LLC

APPLICANT:
Radford Studio Center, LLC

June 2023

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1 INTRODUCTION

An application for the proposed Radford Studio Center Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

[1] CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C)
(Footnote continued on next page)

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including Project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (https://opr.ca.gov/ceqa/guidelines/).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the Project may have a significant effect on the environment. This Initial Study determined that the Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for a proposed project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration."

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Radford Studio Center**
ENVIRONMENTAL CASE NO.	ENV-2023-1348-EIR
RELATED CASES	CPC-2023-1347-GPA-VZC-SP-SN

PROJECT LOCATION	4024, 4064 and 4200 N. Radford Avenue, Los Angeles, CA 91604
COMMUNITY PLAN AREA	Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass
GENERAL PLAN DESIGNATION	Light Industrial (North Lot), Light Manufacturing (South Lot), Open Space
ZONING	[Q]MR2-IL-RIO (North Lot), [Q]M2-1-RIO (South Lot), OS-1XL-RIO
COUNCIL DISTRICT	CD 4–Raman

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Kathleen King
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APPLICANT	**Radford Studio Center, LLC**
ADDRESS	4200 Radford Avenue, Los Angeles, California, 91604
PHONE NUMBER	(310) 473-8900

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Greenhouse Gas Emissions	☒ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology/Water Quality	☒ Transportation
☒ Biological Resources	☒ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology/Soils	☐ Population/Housing	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kathleen King, City Planner	June 6, 2023
PRINTED NAME, TITLE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Radford Studio Center Project (Project) entails the continuation of the existing studio use and the modernization and expansion of Radford Studio Center (Project Site) through the proposed Radford Studio Center Specific Plan (Specific Plan). The Project includes the development of up to approximately 1,667,010 square feet of new sound stage, production support, production office, creative office, and retail uses within the Project Site as well as associated ingress/egress, circulation, parking, landscaping, and open space improvements. The proposed Specific Plan would allow up to 2,200,000 square feet of total floor area within the Project Site upon buildout of the Project (inclusive of 532,990 square feet of existing uses to remain).[2] Proposed new buildings could range in height from approximately 60 feet to up to 135 feet.[3] A total of approximately 6,050 vehicular parking spaces (including approximately 2,170 existing vehicular parking spaces to remain) would be provided within the Project Site at full buildout of the total floor area permitted under the proposed Specific Plan. As part of the Project, approximately 646,120 square feet of existing uses would be removed and approximately 532,990 square feet of existing uses would remain. In addition, the Project includes open space and landscaping improvements to enhance the public realm along all Project Site frontages and maximizes public access to the Los Angeles River and Tujunga Wash. Specifically, approximately 109,569 square feet of open space would be provided along the Project Site frontages, including approximately 77,406 square feet of open space along the Los Angeles River and Tujunga Wash frontages, approximately 4,454 square feet of open space along Colfax Avenue, and approximately 27,709 square feet along Radford Avenue. Additional open space and landscaping would be provided within the Project Site, including various ground level open space areas and rooftop terraces. A Sign District would also be established to permit studio-specific on-site signs.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

Radford Studio Center is located at 4024, 4064 and 4200 North Radford Avenue, near the northeast corner of Radford Avenue and Ventura Boulevard, within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan (Community Plan) area of the City. More specifically, the Project Site is comprised of two addressed parcels located at 4200 N. Radford Avenue (APN 2368-001-028; referred to herein as the North Lot) and 4024 and 4064 N. Radford Avenue

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[2] Per the proposed Radford Studio Center Specific Plan, floor area shall be defined in accordance with Los Angeles Municipal Code (LAMC) Section 12.03, with the following exceptions: areas related to the Mobility Hubs; basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered storage areas; covered walkways and circulation areas; and all temporary uses, including sets/façades, etc. The approximately 2,200,000 square feet of total floor area within the Project Site per the Radford Studio Center Specific Plan definition is equivalent to approximately 2,345,000 square feet based on the LAMC definition and approximately 2,556,000 gross square feet.

[3] Based on height measured from Project Grade, which is defined as 595 feet above mean sea level (AMSL) for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.

(APN 2368-005-011; referred to herein as the South Lot) and two unaddressed parcels located within and around the Los Angeles River (APN 2368-001-029) and Tujunga Wash (APN 2368-001-030).

As depicted in Figure 1 and Figure 2 on pages 9 and 10, the Project Site is generally bounded by the Los Angeles River and Tujunga Wash[4] to the north and east, Colfax Avenue to the east, an alley of varying width, from approximately 28 feet to 30 feet to the south with various commercial uses across the alley fronting Ventura Boulevard, and Radford Avenue to the west. The North Lot and the South Lot are separated by the Los Angeles River. The current Project Site area (prior to dedications/mergers that would occur as part of the Project) is approximately 2,377,372 square feet (approximately 55 acres). The Project Site area after dedications/mergers would be approximately 2,276,215 square feet (approximately 52.25 acres).

Local access to the Project Site is provided primarily from Ventura Boulevard and Laurel Canyon Boulevard within a grid network of local roadways, while regional access is provided via the US-101 freeway located approximately 2.4 miles east of the Project Site. A number of bus lines provide transit service throughout the Project Site vicinity, with bus stops located adjacent to the Project Site along Ventura Boulevard. These include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 218, 230, and 240, as well as the DASH Van Nuys/Studio City bus line.

3.2.2 Existing Conditions

The Project Site is currently improved with approximately 1,179,110 square feet of studio-related uses, including approximately 359,730 square feet of sound stages; 255,510 square feet of production support; 450,060 square feet of production office; and 113,810 square feet of creative office. As shown in Figure 3 on page 11, the North and South Lots are currently improved with multiple buildings. These buildings include 21 sound stages each ranging in size from approximately 7,000 square feet to approximately 25,000 square feet, as well as production support, production office, and creative office uses. The Project Site also contains numerous one- and two-story ancillary buildings and structures, primarily located at the northernmost point of the North Lot and throughout the entirety of the South Lot.

Radford Studio Center supports a variety of media and production activities focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming, feature films, and other audio, visual, and digital media. Such activities occur both indoors and outdoors within the Project Site. Specific uses on-site include motion picture, television, and broadcast studios and related incidental uses, including, but not limited to: production activities; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production; recording and broadcasting; sound labs; film editing; film video and audio processing; sets and props production; computer design; computer graphics; animation; and ancillary facilities related to those activities. The following types of related uses and facilities also occur on-site: basecamps, communication facilities, conference facilities, modular/portable bungalows and trailers, studio support facilities, parking, catering facilities, a commissary, special events, audience and entertainment shows, exhibits, fitness facilities, emergency medical facilities to serve the on-site employees and

[4] The Tujunga Wash is a tributary of the Los Angeles River and runs along the east of the North Lot.

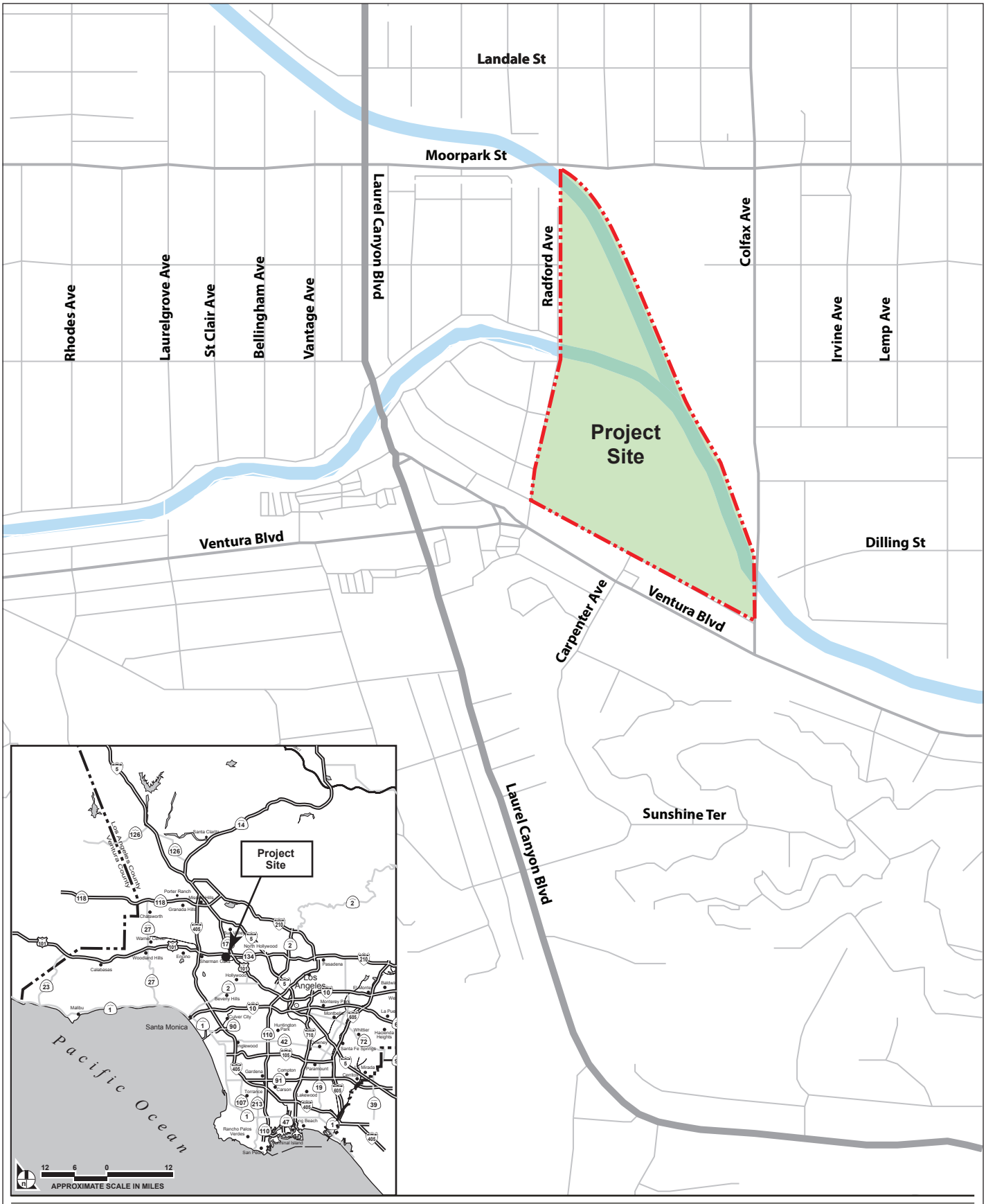

Figure 1
Project Location Map

Source: ArcGIS, 2023, Eyestone Environmental, 2023.

Figure 2
Aerial Photograph of the Project Site and Vicinity

Source: Google Earth Pro, 2023; Eyestone Environmental, 2023.

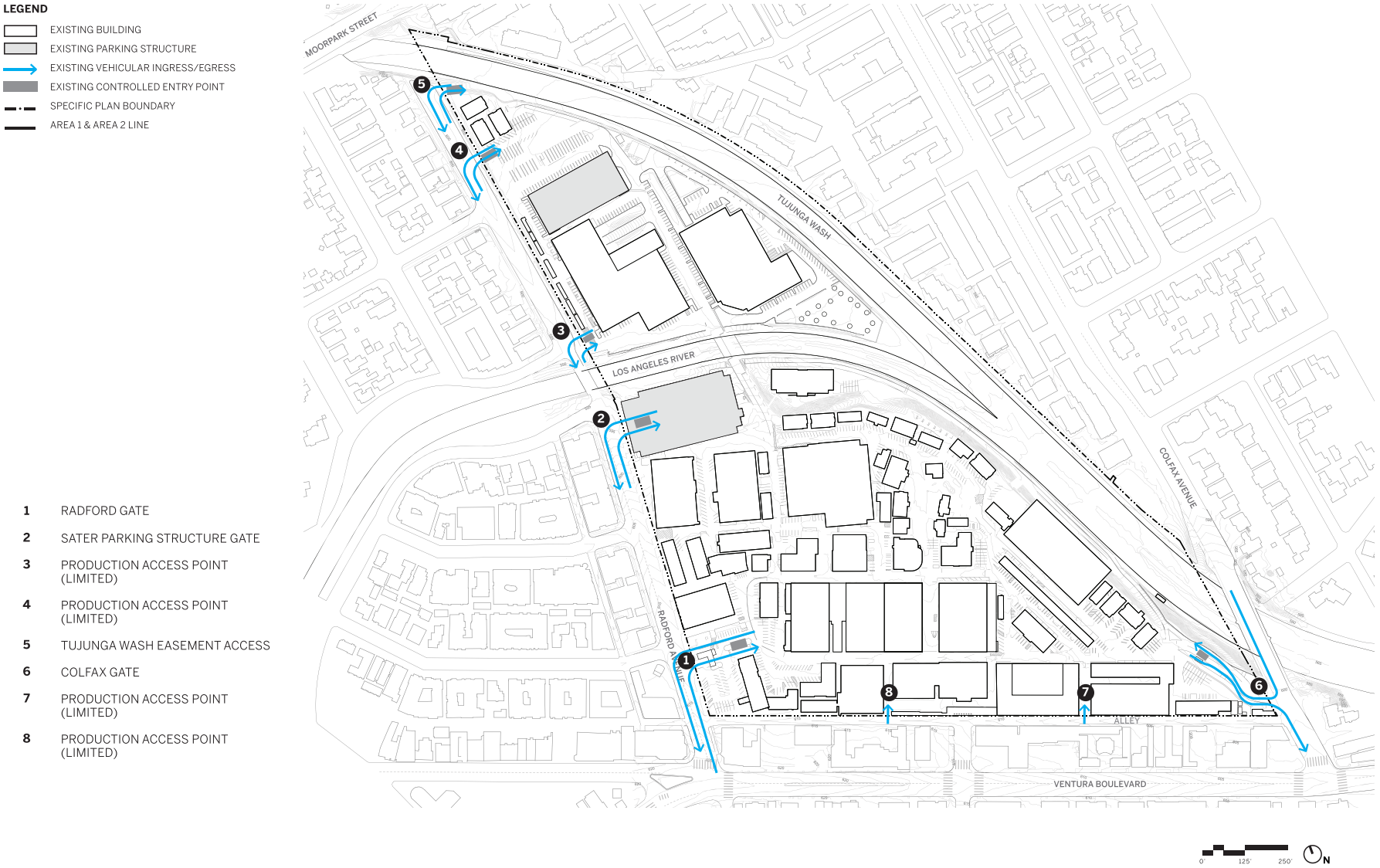

Figure 3
Existing Site Plan

Source: Skidmore, Owings & Merrill, 2023.

visitors, fueling for emergency generators, above-ground and below-ground storage tanks, pads for utilities and transmission equipment, maintenance and storage facilities, mills/manufacturing, sleeping quarters for certain on-site personnel, outdoor amenities, bridges, security facilities, carports, solar panels, signs, storage and warehouses.

Outdoor studio production activities occur throughout the Project Site. These activities include, but are not limited to, setup and take down of sets and various outdoor filming activities, including back lot production activities. These areas also provide flexible space for access, staging, connectivity between active production and supporting uses, housing of production vehicles, equipment storage, basecamps, and emergency vehicle access. With regard to basecamps, these areas are located at, near, or within a filming location where critical production activities can be coordinated. These areas provide for active activities (including, but not limited to, loading, wardrobe, hair, make-up, craft service, etc.) and passive activities (including, but not limited to, parking, storage of mobile facilities, support vehicles, etc.) all related to production activities. On the Project Site, these existing basecamp activities typically occur within existing parking areas and other open space areas. Temporary and occasional special events also occur within the Project Site. These events include production-related and non-production related events, such as premieres, charitable events, community events, commercial events, and non-commercial events, and other special events defined in LAMC Section 41.20.1(a). These events are governed by the LAMC and will continue to be governed by the LAMC with the Project.

The studio campus was originally developed in 1928 and was used by various production companies until 1963, when CBS Television became the primary lessee of the campus and later acquired the campus. Numerous buildings and improvements have been developed within the Project Site over time, and there has been a wide, varying, and evolving range of production uses and changes to the studio over time.

As shown in Figure 3 on page 11, vehicular access to the Project Site is provided by five driveways along Radford Avenue , one driveway along Colfax Avenue (also known as the Colfax Gate), and two production access points along the alley just south of the Project Site.[5] Pedestrian access to the Project Site is also available at various access points along Radford Avenue, at the Colfax Gate, and at one access point along the alley. Interior to the Project Site, a bridge traversing the Los Angeles River provides vehicular and pedestrian access between the North Lot and South Lot without having to exit the Project Site to utilize Radford Avenue. As shown in Figure 3, existing automobile parking is located in multiple above-grade automobile parking structures, which are accessible from both Radford Avenue and Colfax Avenue, as well as surface parking areas throughout the Project Site. A total of 3,095 vehicle spaces are currently provided on the Project Site.

All vehicular and pedestrian entrances include controlled access and a series of drive aisles that provide internal access throughout the Project Site. A public alley is adjacent to the southern property line of the South Lot and provides separation between the Project Site and the various commercial buildings to the south fronting Ventura Boulevard.

[5] Access is limited for the two driveways along Radford Avenue north of the Los Angeles River.

The Project Site perimeter is enclosed with chain link, wrought iron, or combination block wall/chain link fencing, much of which is lined with trees, shrubs, and climbing vines, and segments of which include green screening. Additional landscaping within the Project Site interior includes trees and shrubs, and some of the parking areas include landscaped infiltration basins. Street trees are also located along Radford Avenue. In terms of topography, the Project Site slopes gently down from south to north. Project Site elevations range from approximately 585 feet to 615 feet above mean sea level (AMSL).

The Project Site is located in the City's Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area. The Project Site includes General Plan land use designations of Light Industrial for the North Lot, Light Manufacturing for the South Lot, and Open Space for the Tujunga Wash and Los Angeles River portions. The North Lot is zoned [Q]MR2-1L-RIO (subject to a "Q" Qualified Classification, Limited Manufacturing Zone, Height District 1L, River Improvement Overlay) and the South Lot is zoned [Q]M2-1-RIO (subject to a "Q" Qualified Classification, Manufacturing Zone, Height District 1, River Improvement Overlay). The portions of the Project Site containing the Los Angeles River and Tujunga Wash are zoned OS-1XL-RIO. Based on the City's Zone Information and Map Access System (ZIMAS), the Project Site is also identified as located in a City-designated Transit Priority Area.

3.2.3 Surrounding Land Uses

The Project Site is located in a highly urbanized area that is developed with a diverse mix of land uses. The major arterial in the immediate vicinity of the Project Site is Ventura Boulevard, which is lined with commercial, institutional, and some residential uses, with residential neighborhoods interspersed between the major arterials. Other main thoroughfares are Laurel Canyon Boulevard and Colfax Avenue, both generally lined with mid- and high-density multifamily residential uses. Immediately west of the South Lot across Radford Avenue is a four-story apartment complex, an automobile repair shop, and a single-story, single-tenant restaurant building. Also to the west and south of the South Lot is a 6-story office building located along Radford Avenue and Ventura Place. Further west of the South Lot is a neighborhood of various multifamily residential developments. Immediately west of the North Lot across Radford Avenue are various one-, two-, and three-story low- and mid-density single- and multifamily residential developments. Further west of the North Lot is a neighborhood of various single-family residential developments. To the south across the abutting alley are properties fronting Ventura Boulevard improved with low- and mid-rise commercial buildings and mini shopping centers occupied by general offices, restaurants, automobile repair shops, motels, and government offices. Properties along the southern side of Ventura Boulevard are improved with similar uses. Further to the south beyond Ventura Boulevard are three- and four-story multifamily residential buildings and Carpenter Community Charter School. To the north and east, the Project Site is bounded by the Tujunga Wash and Los Angeles River, respectively, which provide approximately 97-foot to 150-foot buffers from Studio City neighborhoods across those channels. Many of the streets in the vicinity of the Project Site are lined with street trees, and the major arterials exhibit substantial commercial signage, including multiple large double-face, off-site billboard signs along Ventura Boulevard.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Radford Studio Center Project includes the modernization and expansion of the existing Radford Studio Center through the proposed Radford Studio Center Specific Plan. As detailed in Table 1 on page 15, the Project includes the development of up to approximately 1,667,010 square feet of new sound stage, production support, production office, creative office, and retail uses within the Project Site as well as associated circulation, parking, landscaping, and open space improvements. As summarized in Table 1, the proposed Specific Plan would allow up to approximately 2,200,000 square feet of total floor area within the Project Site upon buildout of the Project (inclusive of approximately 532,990 square feet of existing uses to remain). Proposed new buildings could range in height from approximately 60 feet to up to 135 feet above Project Grade.[6] A total of approximately 6,050 vehicular parking spaces (including approximately 2,170 existing vehicular parking spaces to remain) would be provided at full buildout of the total floor area permitted under the proposed Specific Plan. As part of the Project, approximately 646,120 square feet of existing uses would be removed and approximately 532,990 square feet of existing uses would remain. An illustrative site plan of the Project is provided in Figure 4 on page 16.

Buildout under the Radford Studio Center Specific Plan would take place over multiple years and is anticipated to be completed as early as 2028 or as late as 2045, as discussed in Section 3.3.9 below.[7] The Radford Studio Center Specific Plan would establish development guidelines and standards that would regulate basic planning, design, and development concepts for future development within Radford Studio Center. The proposed Radford Studio Center Specific Plan would create a regulatory framework that accounts for the special needs of the Project Site and allows for adapting to and addressing potential future changes in technology and space requirements inherent to the rapid pace of entertainment technology's advancement. Accordingly, the Specific Plan would allow for the limited exchange of two of the permitted studio land uses (increases permitted only for sound stages and production support uses), provided that the maximum permitted floor area of 2,200,000 square feet is not exceeded, as described further below in Section 3.3.2. The primary development regulations set forth in the Radford Studio Center Specific Plan would address land use, design, historic regulations, childcare, alcohol sales, and parking, as well as associated implementation procedures. In addition, a Sign District would be established to permit studio-specific on-site signage.

3.3.2 Land Use Plan and Permitted Floor Area

The illustrative site plan provided in Figure 4 illustrates a buildout scenario in accordance with the proposed development detailed in Table 1. Under the proposed Specific Plan, the permitted floor areas may be adjusted pursuant to the land use exchange provisions detailed in the Radford Studio Center Specific Plan, provided the total permitted floor area on-site does not exceed 2,200,000 square feet.

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[6] Based on height measured from Project Grade, which is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.

[7] Construction of the proposed Los Angeles River Connector (also known as the Moorpark Bridge), extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street, may be completed after 2028.

Table 1
Proposed Development[a]

Use	Existing (sf)	Demolition (sf)	Existing to Remain (sf)	Proposed New Construction (sf)	Total Permitted (sf)[b]	Net Change (sf)[c]
Sound Stages	359,730	136,310	223,420	226,580	450,000	90,270
Production Support	255,510	170,370	85,140	214,860	300,000	44,490
Production Office	450,060	297,110	152,950	572,050[d]	725,000	274,940
Creative Office	113,810	42,330	71,480	628,520	700,000	586,190
Retail	0	0	0	25,000[e]	25,000[e]	25,000
Total	**1,179,110**	**646,120**	**532,990**	**1,667,010**	**2,200,000**	**1,020,890**

sf = square feet

[a] *Per the proposed Radford Studio Center Specific Plan, floor area shall be defined in accordance with LAMC Section 12.03, with the following exceptions: areas related to the Mobility Hubs; basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered storage areas; covered walkways and circulation areas; and all temporary uses, including sets/façades, etc. The approximately 2,200,000 square feet of total floor area within the Project Site per the Specific Plan definition is equivalent to approximately 2,345,000 square feet based on the LAMC definition and approximately 2,556,000 gross square feet.*

[b] *Total permitted includes existing uses to remain. The Specific Plan would allow for the exchange of certain permitted studio land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Specifically, floor area from any permitted land use category may be exchanged for additional sound stage and production support uses as long as the limitations of the Specific Plan are met. However, the total permitted floor area on-site would not exceed 2,200,000 square feet. In addition, the total floor area of production office, creative office, and retail uses permitted under the Specific Plan would not exceed 725,000 square feet, 700,000 square feet, and 25,000 square feet, respectively.*

[c] *Net change = Proposed New Construction – Demolition.*

[d] *Includes an approximately 13,500-square-foot Mill building that would be relocated within the Project Site.*

[e] *Could include up to 10,000 square feet of ancillary restaurant uses.*

Source: SOM, 2023.

Figure 4
Illustrative Site Plan

Source: Skidmore, Owings & Merrill, 2023.

The Project may also Include a childcare component for employees with younger children.[8] In addition, the Project would also include on-site Mobility Hubs for Radford Studio Center users that would serve to reduce vehicle miles traveled as discussed further in Section 3.3.5, below. The permitted uses would be consistent with the studio-related objective of the Project.

As previously noted, the Radford Studio Center Specific Plan would allow for limited exchanges between certain permitted studio land uses and associated floor areas to respond to the future needs and demands of the entertainment industry. Specifically, floor area from any permitted land use could be exchanged for additional sound stage and/or production support uses as long as the limitations of the Radford Studio Center Specific Plan are met. In addition, the total permitted floor area on-site would not exceed 2,200,000 square feet. The permitted adjustments would be limited as follows:

- The total sound stage floor area may be increased from 450,000 square feet up to a total of 575,000 square feet in exchange for equivalent decreases in the floor area of other uses.
- The total production support floor area may be increased from 300,000 square feet up to a total of 575,000 square feet in exchange for equivalent decreases in the floor area of other uses.
- The total permitted floor area for production office uses would not exceed 725,000 square feet.
- The total permitted floor area for creative office uses would not exceed 700,000 square feet.
- The total permitted floor area for retail uses would not exceed 25,000 square feet.
- The total Specific Plan floor area would not exceed 2,200,000 square feet.

Specific proposals for development that involve a land use exchange would require a discretionary Project Compliance approval by the Director of the Department of City Planning or his or her designee. This process would entail a determination of whether the individual proposal complies with the regulations, guidelines, and mitigation measures set forth in the Radford Studio Center Specific Plan and the Mitigation Monitoring Program for the Project.

3.3.3 Design and Architecture

The Radford Studio Center Specific Plan will set forth design standards and specific requirements regarding building heights, frontages, stepbacks, and other design elements, as further described below. The overall design strategy of the Project and the Specific Plan focuses on continuing the existing studio uses on the Project Site, while building new facilities integral to the on-going operations of Radford Studio Center and creating better integration between the Project Site and the adjoining public streets, Los Angeles River, and Tujunga Wash, as illustrated in the conceptual renderings provided in Figure 5 through Figure 7 on pages 18 through 20. To that end, it is the design intent of

[8] The floor area for childcare uses is accounted for in the creative office/production office floor area.

Figure 5
Conceptual Rendering along Radford Gate
Looking East

Source: Skidmore, Owings & Merrill, 2023.

Figure 6
Conceptual Rendering along Carpenter Gate
Looking North

Source: Skidmore, Owings & Merrill, 2023.

Figure 7
Conceptual Rendering of Project Site Interior
Looking South

Source: Skidmore, Owings & Merrill, 2023.

the Radford Studio Center Specific Plan to functionally integrate new development within the Project Site such that maximum permitted height is generally located toward the center of the Project Site, shifted away from the Project Site perimeters. The Project design also includes infrastructure and landscaping improvements in the public realm. These improvements could include pedestrian/bicycle path improvements on Radford Avenue and Colfax Avenue, as well as along the Los Angeles River/ Tujunga Wash. Overall, the Radford Studio Center Specific Plan regulations would provide for a cohesive, pedestrian- and bicyclist-friendly, and vibrant studio campus.

3.3.3.1 Height Zones

As part of the Radford Studio Center Specific Plan, height zones (Height Zones A through D) with specified height limits and limited height allowances would be established to regulate building heights throughout the Project Site. Except for Height Zone A, which would establish a 60-foot height limit, as shown in Figure 8 on page 22, the Project Site would be subject to a sitewide height limit of 75 feet as measured from Project Grade (i.e., 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot).[9] This height limit would be augmented with additional height allowances permitted in Height Zones B and C, as shown in Figure 8. Each of the height zones is described below.

- Height Zone A—Mack Sennett District, 60-Foot Height Limit: The Mack Sennett District would be subject to a 60-foot maximum height limit.

- Height Zone B—75-Foot Height Limit: The areas along the northwestern, eastern, and southern boundaries of the South Lot would be subject to a height limit of 75 feet. Buildings up to a maximum of 95 feet in height would be permitted in up to 30 percent of the Height Zone B footprint.

- Height Zone C—75-Foot Height Limit: The center of the South Lot would be subject to a height limit of 75 feet. Buildings up to a maximum of 135 feet in height would be permitted in up to 30 percent of the Height Zone Cone footprint.

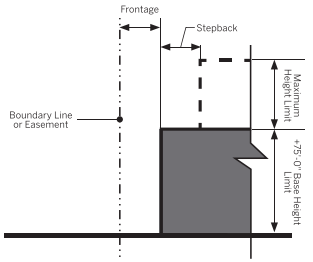
- Height Zone D—75-Foot Height Limit: The entirety of the North Lot would be subject to a height limit of 75 feet.

The height zones do not represent the actual development footprint of Project buildings. Rather, as discussed above, new buildings would occupy only a limited portion of the development envelope permitted in each height zone. The height zones and associated frontage areas and stepbacks (discussed below) would guide future development in a manner that would largely concentrate building height and massing behind and/or away from the edges of the Project Site and the residential neighborhoods beyond Radford Avenue, the Los Angeles River, and the Tujunga Wash. Further, a 20-foot stepback from the property line, generally located along the Project's perimeter, would be required for any new building that exceeds 75 feet in height. Any building or structure, except for historic resources, may also be demolished and replaced with a new building or structure that would not exceed the square footage set forth in the Radford Studio Center Specific Plan and the approval process detailed therein.

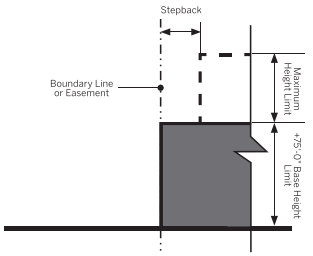
[9] Based on height measured from Project Grade, which is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.

LEGEND

- **ZONE A - 60'** HEIGHT LIMIT
- **ZONE B - 75'** BASE HEIGHT LIMIT
  95' maximum height limit for 30% of height zone area (see Base Height and Max Height Diagram below)
- **ZONE C - 75'** BASE HEIGHT LIMIT
  135' maximum height limit for 30% of height zone area (see Base Height and Max Height Diagram below)
- **ZONE D - 75'** HEIGHT LIMIT
- **FRONTAGE AREA**
  No occupiable structures are permitted in Frontage Area
- **20' STEPBACK**
  Only applicable to new buildings
- PROJECT SITE BOUNDARY



Base Height and Max Height Diagram along Typ. Public Facing Edges
NOT TO SCALE



Base Height and Max Height Diagram along Alley Edge
NOT TO SCALE

NOTE:
ALL HEIGHTS MEASURED FROM PROJECT GRADE
(i.e., 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot)

Figure 8
Height Zones

Source: Skidmore, Owings & Merrill, 2023.

3.3.3.2 Frontage Areas and Stepbacks

New development within the Project Site would be subject to frontage and stepback requirements, as set forth in the Specific Plan and as depicted in Figure 8 on page 22. Frontage areas would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as security kiosks, fences, walls, projections, stairs, balconies, landscaping, etc. would be permitted. Stepbacks are an architectural tool to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation above Project Grade.[10] Within the height allowance areas, stepbacks would apply to those portions of new buildings greater than 75 feet in height above Project Grade. The proposed frontage areas and stepbacks are described below.

- Radford Avenue: A 17-foot-wide frontage area would be provided along the entire western edge of the North Lot. A 10-foot-wide frontage area would be provided along the western edge of the South Lot. A 20-foot stepback would be provided for any building within Height Zone B that exceeds 75 feet in height.

- Colfax Avenue: A 15-foot-wide frontage area would be provided along the southeastern edge of the South Lot. A 20-foot stepback would be provided for any building within Height Zone B that exceeds 75 feet in height.

- Southern property line: A 20-foot stepback would be provided for any building within Height Zone B that exceeds 75 feet in height.

Additionally, as previously described, the Project Site is bounded by the Los Angeles River and Tujunga Wash to the north and east, which provide 97-foot to 150-foot buffers from uses across those channels. These existing buffers would be maintained as part of the Project.

3.3.3.3 Other Design Elements

The Specific Plan will also include design standards that address the screening of rooftop equipment and outdoor storage areas, fencing, parking structure design, and Project Site access. In particular, rooftop equipment and outdoor storage areas that are visible from public pedestrian locations within 500 feet of the Project Site perimeter would be screened with vegetated walls, fences, trellises, graphic treatments, other structures, or other approved measures. Fencing or perimeter walls of up to 12 feet in height would be permitted on-site, and chain link fencing without inserts or secondary screening (such as fabric or panels) and barbed wire fencing would be prohibited.

With regard to above-grade parking structures, the Specific Plan will set forth design standards regarding the following: the height of enclosure walls, which must effectively block light emitted on a horizontal plane from the structure; the location of vehicular entrances and exits so as to minimize interference with pedestrian and vehicular traffic on the adjacent streets; screening of any new public-facing parking structure façades along Radford Avenue, with architectural articulation, landscaping including vegetated walls and vertical gardens, and/or use of compatible building

[10] Project Grade is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot.

materials; and the lighting and screening of rooftop parking with a 3.5-foot parapet wall and light source shielding.

3.3.4 Open Space and Landscaping

The Project's open space and landscaping plan has been designed to enhance the public realm along all Project Site frontages and maximize public access to the Los Angeles River and Tujunga Wash, as illustrated in Figure 4 on page 16. A key component of the open space and landscaping plan is the construction of a new bridge, the Los Angeles River Connector, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street, and the revitalization of the public access pathway along the Tujunga Wash, which would include a new paved pedestrian/bicycle path, fencing, lighting, and way-finding signage. The pathway would also include limited planting and irrigation to promote riparian habitat consistent with current adjacency plans and guidelines. The goal of the Project's open space plan is to provide access to and connect pedestrians and bicyclists with the Los Angeles River and tributaries.

Approximately 109,569 square feet of open space would be provided along the Project Site frontages, including approximately 77,406 square feet of open space along the Los Angeles River and Tujunga Wash frontages, approximately 4,454 square feet of open space along Colfax Avenue, and approximately 27,709 square feet along Radford Avenue. As illustrated in the illustrative site plan included in Figure 4, additional open space and landscaping would be provided within the Project Site, including various ground level open space areas and rooftop terraces. These open space areas would be landscaped to enhance the pedestrian experience and unify the various building types and activities on the Project Site through a cohesive plant palette. Planting zones and associated palettes would be established to define streetscape areas, gateways (i.e., major site entrances), production areas, bungalows, and the rooftop terraces. On-site open space areas would include shade trees, seating, and potentially water elements. In addition to using landscape elements to emphasize entry points to the Project Site, plantings would help to articulate building entries and architectural features. The rooftop terraces would be designed as landscaped open spaces to be used for meetings, special events, filming, and other production-related activities. Open space areas would also include hardscape and softscape features.

3.3.5 Access, Circulation, and Parking

As illustrated in Figure 9 on page 25, vehicular access to the Project Site from Radford Avenue would be provided via an existing ingress/egress driveway along Radford Avenue, at the Radford Gate, and an existing ingress/egress driveway at the northwestern portion of the South Lot, which provides access to the existing Sater parking structure. Two additional existing ingress/egress driveways along Radford Avenue, adjacent to the North Lot, would be limited to production access. Vehicular access from Ventura Boulevard would be provided via a former ingress/egress driveway at the Carpenter Gate that would be restored as part of the Project, as illustrated in Figure 9. Two Project loading/service access areas would also be located along the southern portion of the Project Site accessed from the adjacent alley. As shown in Figure 9, access via an existing ingress/egress driveway would be located along Colfax Avenue at the Colfax Gate. As detailed in Figure 10 on page 26, pedestrian and bicycle access would be provided at the same primary access points, including at the Radford Gate, access to the Sater parking structure, access from Ventura Boulevard at the Carpenter Gate, and access from Colfax Avenue at the Colfax Gate. Additional access points along Radford Avenue and one pedestrian access point along the alley would also be available, as

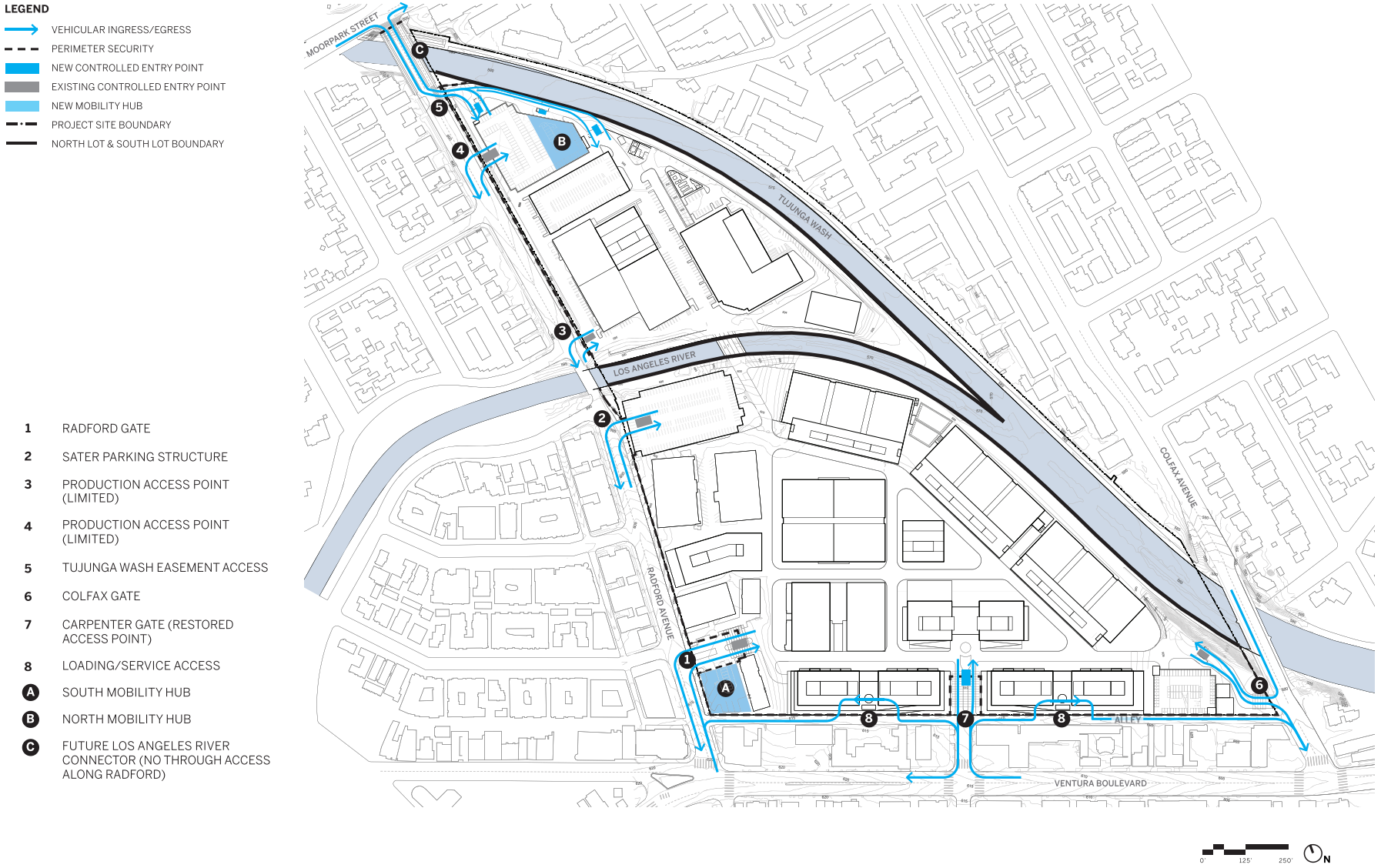


Figure 9
Vehicular Site Access

Source: Skidmore, Owings & Merrill, 2023.

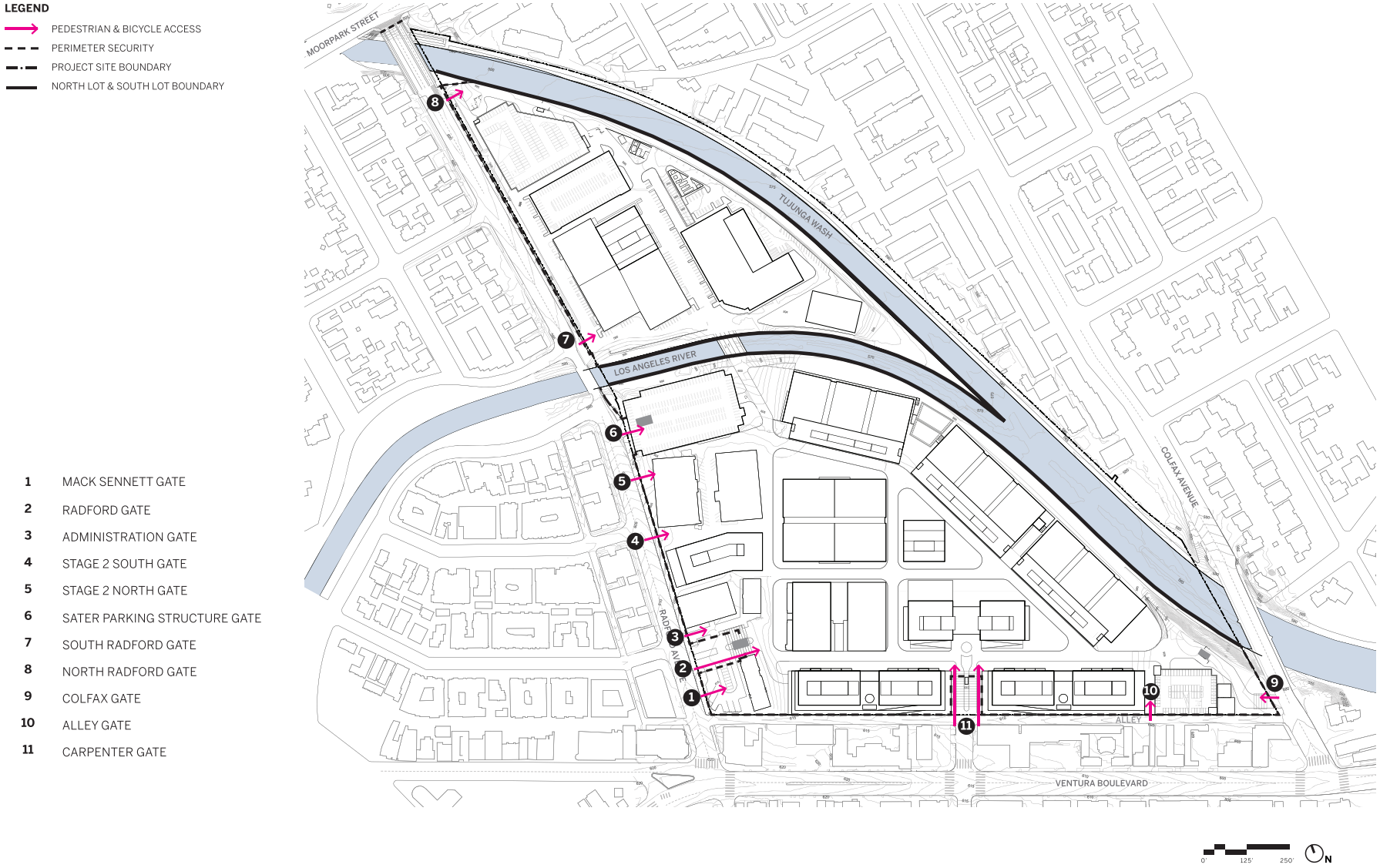


Figure 10
Pedestrian and Bicycle Site Access

Source: Skidmore, Owings & Merrill, 2023.

shown in Figure 10 on page 26. All of the access points would be controlled with gates and/or staffed guard houses.

As previously noted and as demonstrated in Figure 9 on page 25, the Specific Plan would include the extension of Radford Avenue via the proposed Los Angeles River Connector, which would extend Radford Avenue to the north across the Tujunga Wash to Moorpark Street. Vehicular ingress and egress to the North Lot would be limited to this new bridge via Moorpark Street; no through access for vehicles would be provided along Radford Avenue. Removable bollards, fire access gates, planters, and/or other traffic calming measures would be installed to prevent cut-through vehicular traffic by prohibiting vehicular access from Moorpark Street south to Ventura Boulevard.

The existing bridge internally connecting the North Lot to the South Lot across the Los Angeles River would be maintained and widened. Internal circulation routes would be renovated and, where required, newly introduced throughout the Project Site to facilitate access to all buildings, parking areas, and basecamp areas. Parking for production vehicles would be provided adjacent to sound stages to accommodate loading/unloading activities and vehicle storage in or near basecamp areas.

Additionally, as shown in Figure 9, two main Mobility Hubs would be located on-site; one at the northernmost point of the North Lot and one adjacent to the Mack Sennett building within the South Lot. The Mobility Hubs would support first/last mile connections; encourage employee use of public transit, carpooling, vanpooling, and biking/scootering to work; and support other transportation demand management (TDM) strategies. The Mobility Hubs would provide an off-street space for passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. The Mobility Hubs would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities.

The Radford Studio Center Specific Plan would establish parking requirements for the permitted land uses (sound stage, production support, production office, creative office, and retail uses), ranging from two to three parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 6,050 parking spaces at full buildout of the total floor area permitted under the proposed Specific Plan. Non-occupiable structures, such as sets/façades, kiosks, and parking/entry facilities would not require dedicated parking. Vehicles could be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Radford Studio Center Specific Plan would set forth a process for approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. While the illustrative site plan illustrates parking in specific locations, ultimately parking may be located at any location within the Project Site provided the Radford Studio Center Specific Plan's parking requirements are met. Accordingly, parking may be provided in a combination of above-ground structures, subterranean structures, and/or surface spaces.

3.3.6 Lighting and Signage

All lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward the Project Site interior to minimize light spill-over to neighboring buildings and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter,

as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. The glass in building façades would be selected for qualities such as low reflectivity to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce noise.

The proposed Sign District would regulate signage, in conjunction with applicable LAMC signage provisions, in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to both enhance the studio character of the Specific Plan area as well as support the vitality of the entertainment industry in Los Angeles. Project signage could include general ground level and wayfinding pedestrian signage around the Project Site perimeter, building identification signs, marquee and monument signs, banners, large-format screens, and other sign types such as on-site wall signs that are typical on studio campuses. The proposed Sign District would regulate the permitted number of signs, sign type, sign height, and the maximum area of signage permitted along each public street frontage. These limitations would not apply to interior signs[11] that generally are not visible from off-site, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way, although a number of sign types would be prohibited throughout the Project Site, including aerial signs, billboards, off-site signs, and scrolling digital displays. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply.

3.3.7 Site Security

Controlled access would continue to be provided at all vehicular and pedestrian entrances to the Project Site. Project security would be achieved via a combination of physical and operational strategies aimed at providing a secure and safe working studio environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure the safety of all studio users. In addition, points of entry would be secured by elements such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements such as 24-hour security, employee and visitor badges, and visual surveillance would further enhance the security and safety of the studio.

3.3.8 Sustainability Features

The Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the California Green Building Standards (CALGreen) Code. Specifically, the Project would be designed to meet LEED Gold or equivalent requirements and commits to be an all-electric studio facility. The Project represents an infill development located in close proximity to existing transit lines and walkable streets and would utilize existing infrastructure to service the proposed uses. The Project also involves the adaptive re-use of certain existing buildings and facilities. Both in compliance with and, in some cases, in

[11] "Interior" refers to approximately 100 feet from Project Site edges.

exceedance of LAMC requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM program; the proposed Mobility Hub; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction and will be further defined in the EIR.

3.3.9 Anticipated Construction Schedule

Buildout of the Radford Studio Center Specific Plan could occur in one phase, with a total construction period of approximately 39 months which could begin in 2025 and be completed as early as 2028. However, as listed below, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2045. Nevertheless, the scope of the Project is the same regardless of the buildout timeline. Further, while the Specific Plan may be implemented over the course of 20 years, no single construction project would be ongoing for that duration, nor would construction be constantly occurring on the Project Site for 20 years.

Construction activities could occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, in accordance with LAMC requirements. Earthwork activities necessary for construction would require an estimated 935,000 cubic yards of cut, with 55,000 cubic yards of fill used on-site and 880,000 cubic yards of net export.[12]

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to Section 11.5.6 of the LAMC, a General Plan Amendment to:
  - Change the General Plan land use designations for the portions of the Project Site designated “Light Manufacturing” and “Light Industrial” to a unified “Regional Commercial.”
  - Establish the Radford Studio Center Specific Plan Zone (RSC Zone) as a corresponding zone to the “Regional Commercial” land use designation in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan.

[12] All earthwork volumes include estimates for both rough grading and overexcavation.

  - Add a new footnote to the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, establishing the Radford Studio Center Specific Plan as the land use regulatory document for the Project Site.

  - Modify the street designation of Radford Avenue (Street No. 3366, Section IDs 4413100 and 4413200) from "Avenue II" to "Modified Avenue II" to facilitate the construction of a protected bikeway.

  - Modify the street designation of Colfax Avenue (Street No. 7831, Section ID 1261800) from "Avenue II" to "Modified Avenue II" to maintain existing right-of-way configuration.

- Pursuant to Sections 12.32 F and 12.32 Q of the LAMC, a Vesting Zone Change (VZC) from the existing [Q]MR2-1L-RIO and [Q]M2-1-RIO Zones to the Radford Studio Center Specific Plan Zone (RSC Zone).

- Pursuant to Sections 12.04 and 12.16 of the LAMC, a Code Amendment (CA) to establish the Radford Studio Center Specific Plan Zone (RSC Zone).

- Pursuant to Section 11.5.6 of the LAMC and Section 555 of the City Charter, creation of a Specific Plan (SP) to provide regulatory controls and the systematic execution of the General Plan within the Radford Studio Center Specific Plan area.

- Pursuant to Sections 12.32 S and 13.11 of the LAMC, creation of a Sign District to supplement the Radford Studio Center Specific Plan with regulations pertaining to all existing and proposed on-site signage.

- Pursuant to Section 65864-65869.5 of the California Government Code, a Development Agreement (DA) between the Applicant and the City of Los Angeles for a term of 20-years.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and off-site permits and approvals related to the proposed Los Angeles River Connector.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (CEQA Guidelines Section 15381). As previously described, a portion of the Project Site is comprised of the Los Angeles River/Tujunga Wash. Accordingly, responsible agencies for the Project could include the U.S. Army Corps of Engineers, the Federal Emergency Management Agency, the Los Angeles Regional Water Quality Control Board, and the California Department of Fish and Wildlife.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a panoramic view of one or more visual resources such as a mountain range or the urban skyline. Panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are typically associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, and the ocean. Focal views are also relevant when considering this question from Appendix G of the CEQA Guidelines. Examples of focal views include natural land forms, public art/signs, historic buildings, and important trees.

The topography surrounding the Project Site is varied and includes significant grade differences to the south along Laurel Canyon Boulevard within Studio City, the Santa Monica Mountains, and the Hollywood Hills to the southeast. Views of the hillsides are available from the Project Site and the Project Site can be viewed from various locations in the Santa Monica Mountains, including potentially from Mulholland Drive. Additionally, certain buildings within the Project Site were constructed over 50 years ago and could potentially be identified as historic. Public views of these buildings may be available along surrounding public rights-of-way. Given the scenic resources surrounding the Project

Site, the Project could potentially have an adverse effect on a scenic vista, and this topic will be further evaluated in an EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project Site is not located along or near a state scenic highway. The nearest officially designated state scenic highway is along State Route 2 in La Cañada Flintridge, located approximately 20 miles northeast of the Project Site.[13] Therefore, the Project would not substantially damage scenic resources within a state scenic highway as no scenic highways are located adjacent to the Project Site. Impacts would be less than significant and no further evaluation of this topic in an EIR is required.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact. The Project Site is located in an urbanized area.[14] As previously described above, the Project Site is in proximity to surrounding hillsides to the south and views of scenic resources are potentially available in the vicinity of the Project Site. As such, further evaluation of the Project's potential to conflict with applicable zoning and other regulations governing scenic quality, including the LAMC and City's General Plan Framework, would be provided in an EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project would increase the building area and height within the Project Site; as such, there will be additional sources of light and glare compared to existing conditions. Therefore, the EIR will provide further analysis of the Project's potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest

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[13] California Department of Transportation, Scenic Highways, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 9, 2023.

[14] Pursuant to Public Resources Code Section 21071, an "urbanized area" can be defined as an incorporated city that has a population of at least 100,000 persons. The Project Site is located within the City of Los Angeles, which is an incorporated city with a population well over 100,000 persons.

land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is currently developed with studio uses and parking. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.[15] As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

[15] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, available at http://zimas.lacity.org, accessed March 9, 2023.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Pursuant to the California Department of Conservation, the Williamson Act, known as the California Land Conversation Act of 1965, allows local governments to create contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or open space uses. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is designated for Light Industrial, Light Manufacturing, and Open Space uses and is zoned for manufacturing uses and open space. The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract. While the Project Site is within the Urban Agriculture Incentive Zone (UAIZ) Program, which allows property owners to restrict vacant parcels for active agricultural purposes in exchange for a potential property tax reduction, the Project Site is not a vacant parcel.[16] Therefore, the Project would not conflict with any existing zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no further evaluation of this topic in an EIR is required.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is located in an urbanized area and is currently developed with studio uses and parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for manufacturing uses and open space and is not zoned and/or used as forest land.[17] Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources and Government Codes. No impacts would occur, and no further evaluation of this topic in an EIR is required.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed above, the Project Site is located in an urbanized area and does not include forest land. As such, the Project would not result in the conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

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[16] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, available at http://zimas.lacity.org, accessed March 9, 2023.

[17] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, http://zimas.lacity.org/, accessed March 9, 2023.

No Impact. As described above, the Project Site is located within an urbanized area and does not include farmland or forest land. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; are not zoned for farmland, agricultural use, or forest land; and do not contain any agricultural or forest uses.[18] As such, the Project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Pursuant to the federal and state Clean Air Acts, within the Basin, the SCAQMD is required to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone [O_3], particulate matter less than 2.5 microns in size [$PM_{2.5}$], particulate matter less than 10 microns in size [PM_{10}], and lead).[19] The SCAQMD's Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population,

[18] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011 available at http://zimas.lacity.org, accessed March 9, 2023.

[19] Partial Nonattainment designation for lead for the Los Angeles County portion of the Basin only.

housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.[20] With regard to future growth, SCAG has prepared the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in SCAG's RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions, including but not limited to emissions associated with energy usage, resource and water consumption, and vehicle trips. As a result, development of the Project may have a potential adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in air emissions in the Basin, which is currently in non-attainment of federal air quality standards for ozone, $PM_{2.5}$ and lead, and state air quality standards for ozone, PM_{10}, and $PM_{2.5}$. Therefore, implementation of the Project may potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. The EIR will provide further analysis of cumulative air emissions associated with the Project.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased short- and long-term air emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential and institutional uses. Therefore, the Project may expose sensitive receptors to substantial pollutant concentrations, and the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. With respect to Project operations, according to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically

[20] SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control and would not result in substantially adverse odor impacts.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations. SCAQMD Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Based on the above, the potential odor impact during construction and operation of the Project would be less than significant, and no further analysis of this topic in an EIR is required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. While the Project Site is located in an urbanized area and has been previously developed, the Los Angeles River, which is located within and east of the Project Site, and the Tujunga Wash located immediately north and east could potentially serve as habitat for candidate, sensitive, or special status species. Therefore, further analysis of this topic in an EIR is required.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. While the Project Site is located in an urbanized area and has been developed, the Los Angeles River, which traverses the Project Site, and the Tujunga Wash located immediately east could potentially serve as habitat for candidate, sensitive, or special status species. Therefore, further analysis of the Project's potential impacts to riparian habitat or other sensitive natural community will be provided in an EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. While the Project Site is located in an urbanized area and has been developed, the Los Angeles River and the Tujunga Wash are located adjacent to the Project Site. Therefore, further analysis of this topic in an EIR is required.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. While the Project Site is located in an urbanized area and has been developed, the Los Angeles River, which traverses the Project Site, and the Tujunga Wash located immediately east could potentially provide habitat for migratory and wildlife species. In addition, there

are a number of trees located on-site which could provide habitat for migratory and wildlife species and which could be removed as part of the Project. Therefore, further analysis of the Project's potential to interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors will be provided in an EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact. The City of Los Angeles Protected Tree and Shrub Ordinance No. 186,873 regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height, as well as the protected shrubs Mexican elderberry and toyon. Trees or shrubs that have been planted as part of a landscape or planting program are exempt from the City's Protected Tree Ordinance and are not considered protected. The City's Protected Tree Ordinance prohibits, without a permit, the removal of any regulated protected tree or shrub, including "acts which inflict damage upon root systems or other parts of the tree or shrub…" and requires that all regulated protected trees and shrubs that are removed be replaced on at least a 4:1 basis with species of a protected variety.[21]

The Project Site is well landscaped and includes a large number of trees, some of which could potentially be protected trees. The Project would redevelop the Project Site and would require removal of trees, potentially including removal of protected trees. The Project would comply with the City's Protected Tree and Shrub Ordinance. As such, further evaluation of this topic in an EIR is required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.[22] Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans, and no impact would occur. No further analysis of this topic in the EIR is required.

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[21] Bureau of Street Services, Urban Forest Division, Application for a Tree Removal Permit, https://streetsla.lacity.org/sites/default/files/ufd_tree_removal_permit.pdf, accessed December 22, 2022.

[22] California Department of Fish and Wildlife, California Regional Conservation Plans, October 2017.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historical resource as a resource that is: (1) listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Public Resources Code [PRC] Section 5020.1(k)); or (3) identified as significant in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be an historical resource, provided the lead agency's determination is supported by substantial evidence considering the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Office of Historic Resources, which operates SurveyLA, a comprehensive program to identify significant historical resources throughout the City.

While the Project Site and individual buildings within the Project Site are not designated historical resources, the Project Site was described in the City's SurveyLA, and there are on-site buildings that are over 50 years in age. Therefore, further evaluation of the Project's potential impacts on historical resources will be included in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information

important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading, excavation and fill activities, and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would result in excavation depths of up to approximately 50 feet below existing grade potentially in areas not previously excavated. Thus, the EIR will provide further analysis of the Project's potential impacts to archaeological resources.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. The Project Site is located within an urbanized area and has been subject to previous grading and development. In addition, the Project Site has been developed with studio uses since 1928, and no known traditional burial sites have been identified on the Project Site. Nevertheless, the Project would result in excavation depths of up to approximately 50 feet below existing grade potentially in areas not previously excavated. Thus, the EIR will provide further analysis of the Project's potential to disturb human remains.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Under the proposed Radford Studio Center Specific Plan, portions of the Project Site would be redeveloped with new studio facilities. The Project would generate an increased demand for electricity and natural gas services provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company, respectively, compared to existing conditions. While development of the Project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources, further analysis of the Project's demand on existing energy resources will be provided in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) initially required retail sellers of electric services to increase procurement from eligible renewable energy resources to 20 percent of total retail sales by 2017.[23] The program was accelerated in 2015 with SB 350, which mandated a 50 percent RPS by 2030. In 2018, SB 100 was signed into law, which again increased the RPS to 60 percent by 2030 and requires all the State's electricity to come from carbon-free resources by 2045. In accordance with SB 100, LADWP is required to procure at least 60 percent of its energy portfolio from renewable sources by 2030. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and systems and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. While the Project is not anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, the Project's compliance with LADWP's plans for renewable energy, as well as the Project's compliance with California Building Energy Efficiency Standards, will be further evaluated in the EIR.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

[23] CPUC, California Renewables Portfolio Standard (RPS) Program, www.cpuc.ca.gov/rps, accessed November 30, 2022.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 feet to 500 feet on each side of a known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as mapped by CGS.[24] However, given the Project Site's location in the seismically active Southern California region, further analysis of nearby faults and the potential for fault rupture to occur will be provided in an EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. Additionally, the Project would increase the amount of development on-site, thereby increasing the number of structures and people on-site exposed to potential adverse effects from ground shaking. Further analysis of the potential for strong seismic ground shaking will be provided in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low density, fine, clean sandy soils; and strong ground motion. According to the City's ZIMAS Parcel Profile Report, the Project Site is located within a liquefiable area.[25] Further analysis of this topic will be provided in the EIR.

iv. Landslides?

Less Than Significant Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed, and the Project Site is generally characterized by relatively level topography. Additionally, the Project Site is not identified as within a landslide area as mapped by the State or City.[26] Given the largely impervious (developed/paved) nature of the Project Site, large areas of exposed soil or rocks that could slide or become loose are not present across the Project Site. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving landslides. As such, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Given the largely impervious (developed/paved) nature of the Project Site, there are limited landscaped areas with exposed topsoil. However, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils within the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by the implementation of standard erosion controls imposed during site preparation and grading activities during Project

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[24] State of California, California Geological Survey, Seismic Hazard Zones, Van Nuys Quadrangle, March 25, 1999.

[25] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030, and 2368-005-011 available at http://zimas.lacity.org, accessed March 9, 2023.

[26] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030, and 2368-005-011 available at http://zimas.lacity.org, accessed March 9, 2023.

construction. Specifically, all grading activities would require grading permits from the City of Los Angeles Department of Building and Safety (LADBS), which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Furthermore, the Project would be required to comply with the City's Low Impact Development (LID) Ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Therefore, with compliance with all applicable regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As discussed above, the Project Site is susceptible to ground shaking. In addition, the Project Site is located within a liquefaction zone, and thus the potential for lateral spreading may be present. Further analysis of this topic will be provided in the EIR.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. As discussed above, the Project Site is located within a liquefaction zone, which indicates potentially shallow groundwater. The soils underlying the Project Site along with shallow groundwater could potentially present expansive soil conditions. Therefore, further evaluation of this topic will be provided in the EIR.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located within a community served by existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No further evaluation of this topic in an EIR is required.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. As the Project Site has been previously graded and developed, surficial paleontological resources that may have existed at one time have likely been previously disturbed. However, the Project could involve

deeper excavations in areas not previously excavated. As such, the potential for the Project to directly or indirectly destroy a unique paleontological resource or unique geologic feature will be further evaluated in an EIR.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs) since they have effects that are analogous to the way in which a greenhouse retains heat. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHG emissions, and to establish targets and emission reduction strategies for GHG emissions in California. Activities associated with the Project, including construction and operational activities, could result in GHG emissions that may have a significant impact on the environment. Therefore, the EIR will provide further analysis of the Project's GHG emissions.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project would have the potential to emit GHGs, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (e.g., Assembly Bill [AB] 32, SCAG's RTP/SCS, and the City of Los Angeles Green Building Code).

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The types and amount of hazardous materials potentially used in connection with the construction and operation of the Project are anticipated to be typical of those used for studio, office, and commercial uses. Specifically, Project operations would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. Project construction and set fabrication during Project operation also would involve the temporary use of potentially hazardous materials, including

vehicle fuels, paints, oils, and transmission fluids. Accordingly, further analysis of these potential impacts will be provided in the EIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The prior and existing uses of the Project Site may have affected on-site soil and groundwater conditions. In addition, given the age of the existing structures on-site, some of which would be demolished as part of the Project, asbestos-containing materials and lead-based paint may be present. As such, further analysis will be provided in the EIR to determine the Project's potential impacts with respect to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Project Site is located within approximately one-quarter mile of Carpenter Community Charter School and Walter Reed Middle School. While the Project is not expected to involve hazardous emissions or handle acutely hazards materials, substances, or waste, due to the Project's proximity to schools, further evaluation of this topic will be included in the EIR.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Potentially Significant Impact. Given the prior and ongoing activities on the Project Site, including the use of diesel tanks and prior leaking underground storage tanks, there is a potential for the Project Site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, further evaluation of this topic will be included in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is not located within two miles of an airport or within an airport planning area. The closest airport to the Project Site is the Hollywood Burbank Airport, which is located approximately four miles northeast of the Project Site. Given the distance between the Project Site and the closest airport, the Project would not have the potential to result in a safety hazard or excessive noise for people residing or working near an airport. Therefore, no impact would occur, and no further evaluation of this topic in an EIR is required.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City of Los Angeles General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. According to the City General Plan

Safety Element, California Government Code Section 65302(g)(1) specifies the need to plan for swift evacuation in the event of a fire or other emergency. In response, the City includes a wide range of physical environments and dramatic differences in population density based on the time of day or day of the week. To better accommodate the variety of evacuation scenarios, the City has developed a dynamic approach to evacuation response, one that can respond to different conditions. As specified in the City's Emergency Operations Plan (EOP) Evacuations Annex, "primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County."[27] However, in response to a more localized emergency, such as a hillside wildfire, the Los Angeles Fire Department (LAFD) works in coordination with the Los Angeles Department of Transportation (LADOT) and Los Angeles Police Department (LAPD) to identify the most appropriate local egress option and direct individuals to those routes. Other routes are shared in real time depending on which disaster and suitable evacuation routes are identified.[28]

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, off-site construction activities would occur in adjacent street rights-of-way, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would remain open such that at least one travel lane in each direction would be available. In the event of an emergency during construction of the Project, LAFD and LAPD would instruct businesses and residents of the area as to the specific evacuation plan as set forth in the Safety Element. The Applicant and construction contractor would comply with all instructions from LAFD and LAPD as to evacuation requirements. In addition, while operation of the Project would generate vehicle trips in the Project Site vicinity and could result in some modifications to the Project Site's access, primarily related to expanding the number of access points to the Project Site, the Project would comply with LAFD access requirements and would not impede emergency access in the Project Site vicinity. Therefore, the Project would not physically interfere with or impair the implementation of an emergency response plan or emergency evacuation plan. The Project's potential impacts would be less than significant, and no further evaluation of this topic in the EIR is required.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in an urbanized area without wildlands in its vicinity. In addition, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[29,30] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. Therefore, the Project would not expose people or structures, directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur, and no further evaluation of this topic in the EIR is required.

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27 City of Los Angeles. Safety Element of the General Plan, p. 23, 2021.

28 Los Angeles Safety Element, November 2021, p. 23.

29 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030, and 2368-005-011 available at http://zimas.lacity.org, accessed March 9, 2023. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on page 27 of the Los Angeles General Plan Safety Element.

30 City of Los Angeles General Plan Safety Element, November 2021, p. 27.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Project construction activities would have the potential to convey pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site drainage patterns resulting from Project implementation and the introduction of new buildings could affect the quality of stormwater runoff. Therefore, further analysis of potential impacts will be included in an EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement or includes the withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. Given the largely impervious (developed/paved) nature of the Project Site, reductions to existing groundwater recharge are not anticipated as a result of Project implementation. During a storm event, stormwater runoff would continue to flow to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Following redevelopment of the Project Site, groundwater recharge would remain negligible, similar to existing conditions. Based on a review of the California Geological Survey Seismic Hazard Zone Report of the Van Nuys Quadrangle, the historically highest groundwater level within the Project Site ranged from a depth of 0 feet to 20 feet below the existing surface.[31] The proposed excavation activities for subterranean parking would extend to a maximum depth of 50 feet and have the potential to encounter groundwater. Therefore, temporary dewatering during construction may be required. As such, further analysis of potential impacts will be provided in an EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Potentially Significant Impact. As discussed in Response to Checklist Question VII.b., potential erosion impacts resulting from Project grading, excavation, and other construction activities that have the potential to disturb existing soils would be adequately reduced through compliance with LADBS grading permits, LAMC requirements, and the City's LID Ordinance. However, given the potential for changes to existing drainage patterns on-site as a result of Project development, further evaluation of erosion and siltation in the context of potential hydrological changes on-site will be provided in an EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Potentially Significant Impact. Potential changes in drainage patterns on-site could affect the rate or amount of surface water runoff on-site in a manner that could result in flooding on- or off-site. Thus, further analysis of potential impacts will be included in an EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

[31] California Department of Conservation, Division of Mines and Geology. Seismic Hazard Zone Report for the Van Nuys 7.5-minute Quadrangle, Los Angeles County, California. 1997.

Potentially Significant Impact. Potential changes in drainage patterns on-site could create or contribute runoff which could exceed the capacity of the local stormwater drain system, and Project construction activities as well as the introduction of new buildings could provide additional sources of polluted runoff. Therefore, further analysis of potential impacts will be included in an EIR.

iv. Impede or redirect flood flows?

No Impact. The Project is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.[32,33] Thus, the Project would not impede or redirect flood flows. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.[34,35] Also, given the distance of the Project Site from the Pacific Ocean, the City of Los Angeles does not map the Project Site as being located within a tsunami hazard area.[36] Therefore, no tsunami or tsunami events would be expected to impact the Project Ste. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche. As such, the risk of flooding from a tsunami or inundation by a seiche is considered low. No impact would occur, and no further evaluation of this topic in an EIR is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Under Section 303(d) of the Clean Water Act, states are required to identify water bodies that do not meet their water quality standards. Biennially, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares a list of impaired waterbodies in the region, referred to as the 303(d) list. The 303(d) list outlines the impaired waterbody and the specific pollutant(s) for which it is impaired. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). The Project Site is located within the Los Angeles River

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32 Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1320F, effective on September 25, 2008.

33 City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 10-12., FEMA DFIRM Flood Hazard Areas, p. 10-34.

34 Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1320F, effective on September 25, 2008.

35 City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 10-12., FEMA DFIRM Flood Hazard Areas, p. 10-34.

36 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030, and 2368-005-011 available at http://zimas.lacity.org, accessed March 24, 2023.

Reach 6.[37] Constituents of concern listed for the Los Angeles River Reach 6 and Tujunga Wash include, but are not limited to, trash, bacteria and viruses, metals, and ammonia.[38]

The County of Los Angeles, the City of Los Angeles, and all other cities in the regional watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the TMDL milestones. The Project Site is located within the boundaries of the Upper Los Angeles River EWMP.[39] The objective of the EWMP Plan for the Upper LA River EWMP is to determine the control measures (often referred to as best management practices [BMPs]) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices. Compliance with the National Pollutant Discharge Elimination System (NPDES) program would ensure that stormwater pollutants do not substantially degrade water quality. Further, the Project would be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.

The Project Site is also located in the Coastal Los Angeles Groundwater Basin, San Fernando Valley Subbasin. This subbasin is listed as low priority by the California Department of Water Resources and thus is not subject to the groundwater sustainability plan or management by a groundwater sustainability agency per the Sustainable Groundwater Management Act.[40]

Potential pollutants generated by the Project would be typical of studio and related commercial land uses and may include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The implementation of BMPs required by the City's LID Ordinance would target these pollutants to minimize pollutant loads in stormwater runoff. Implementation of LID features as part of the Project could result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not introduce new pollutants or an increase in pollutants that would conflict with or obstruct any water quality control plans for the Los Angeles River Watershed. By complying with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

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37 Los Angeles County Public Works. Los Angeles River Master Plan, Reach 6—Map, https://ladpw.org/wmd/watershed/la/larmp/LARMP-32%20Reach%206%20-%20Map.pdf, accessed March 13, 2023.

38 California Environmental Protection Agency, How's My Waterway?, https://mywaterway.epa.gov/community, accessed March 13, 2023.

39 California Water Boards, Los Angeles—R4. Upper Los Angeles River Watershed Management Group, www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/los_angeles/upper_losangeles/index.html, accessed March 13, 2023.

40 California Department of Water Resources, SGMA Basin Prioritization Dashboard, http://gis.water.ca.gov/app/bp-dashboard/final, accessed March 16, 2023.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a. Would the project physically divide an established community?

Less than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with Radford Studio Center and is located in an urbanized area that is developed with a diverse mix of land uses. The major arterial in the vicinity of the Project Site is Ventura Boulevard, which is lined with commercial, institutional, and some residential uses, with residential neighborhoods interspersed between the major arterials. Other main thoroughfares are Laurel Canyon Boulevard and Colfax Avenue, both generally lined with mid- and high-density multi-family residential uses. Immediately west of the South Lot across Radford Avenue is a four-story apartment complex, an automobile repair shop, and a single-story, single-tenant restaurant building. Just southwest of the South Lot is also a 6-story office building located along Radford Avenue and Ventura Place. Further west is a neighborhood of various multifamily residential developments. Immediately west of the North Lot across Radford Avenue are various one-, two-, and three-story low- and mid-density single- and multifamily residential developments. Further west is a neighborhood of various single-family residential developments. To the south across the abutting alley are properties fronting Ventura Boulevard improved with low- and mid-rise commercial buildings and mini shopping centers occupied by general offices, restaurants, automobile repair shops, motels, and government offices. Properties along the southern side of Ventura Boulevard are improved with similar uses. Further to the south beyond Ventura Boulevard are three- and four-story multifamily residential buildings and Carpenter Community Charter School. To the north and east, the Project Site is bounded by the Tujunga Wash and Los Angeles River, respectively, which provide buffers from Studio City neighborhoods across those channels.

The Project includes the continuation of the existing studio use and the redevelopment of portions of Radford Studio Center with new studio facilities as well as associated circulation improvements, parking facilities, landscaping, and open space. These uses would be consistent with the existing on-site uses as well as other commercial developments located adjacent to and in the general vicinity of the Project Site. Additionally, all proposed development would occur within the boundaries of the Project Site and would not include the permanent closure of any surrounding travel routes. Furthermore, the Project Site and vicinity are in a previously developed area, and the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Rather, the Project would link the community via the Los Angeles River Connector—a multi-modal bridge spanning the Tujunga Wash, as described further in Section 3, Project Description, of this

Initial Study. Access to all surrounding properties would continue to be available upon buildout of the Project. Therefore, the Project would not physically divide an established community. Impacts related to the physical division of an established community would be less than significant, and no further evaluation of this topic in an EIR is required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project requires several discretionary approvals, including adoption of the proposed Specific Plan and an associated General Plan Amendment, Zone Change, and Sign District. While the Project is not anticipated to conflict with any land use plans, policies or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect, the EIR will provide further analysis of the Project's consistency with applicable land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone or Surface Mining District where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey.[41,42,43] Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no further evaluation of this topic in an EIR is required.

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41 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

42 State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.

43 City of Los Angeles, Conservation Element of the Los Angeles City General Plan, January 2001, Exhibit A, p. 86.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response to Checklist Question XI, a., Mineral Resources, above. No impact would occur, and no further evaluation of this topic in an EIR is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. During construction activities associated with the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, noise levels from on-site sources may increase during operation of the Project. Furthermore, vehicle trips attributable to the Project have the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

b. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Potentially Significant Impact. Construction of the Project could generate ground borne noise and vibration associated with demolition, site grading and excavation, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate excessive ground borne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located in the vicinity of a private airstrip, an airport land use plan, an airport hazard zone, or within 2 miles of an airport. The closest airport to the Project Site is the Hollywood Burbank Airport, which is located approximately four miles northeast of the Project Site. As such, the Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur, and no further evaluation of this topic in an EIR is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project does not include housing. As such, the Project would not directly introduce a new residential population that would contribute to population growth in the vicinity of the Project Site or the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area.

While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time during which their specific skills are needed to complete a particular phase of the construction process. The Project would draw from the existing regional pool of construction workers who typically move from project to project as work is available. Project-related construction workers would not be anticipated to relocate their household's permanent place of residence as a consequence of working on the Project and, therefore, no new permanent residents are expected to be generated during construction of the Project. Accordingly, Project construction would not induce substantial population growth.

With regard to Project employment, using employee generation factors from LADOT and based on the Specific Plan at Project buildout, as summarized in Table 2 on page 59, a total of approximately 8,920 employees would be generated within the Project Site (approximately 4,139 net new employees when accounting for the estimated number of existing employees).

According to SCAG's 2020-2045 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2023 is approximately 1,917,721 employees.[44] In 2028, the Project's earliest buildout year, the City of Los Angeles Subregion is anticipated to have approximately 1,967,307 employees.[45] Therefore, the projected employment growth in the City between 2023 and 2028 based on SCAG's 2020–2045 RTP/SCS is approximately 49,586 employees. The Project's estimated 4,139 net new employees would constitute approximately 8.35 percent of the employment growth forecasted between 2023 and 2028. Based on SCAG's 2020-2045 RTP/SCS, in 2045, the City of Los Angeles Subregion is anticipated to have approximately 2,135,900 employees.[46] Therefore, the projected employment growth in the City between 2023 and 2045 based on SCAG's 2020–2045 RTP/SCS is approximately 218,179 employees. As such, in the event buildout of the Project potentially extends to 2045, the Project's estimated 4,139 net new employees would constitute approximately 1.90 percent of the employment growth forecasted between 2023 and 2045.

As described in Section 3, Project Description, of this Initial Study, the total sound stage floor area permitted within the Project Site under the Specific Plan may be increased from 450,000 square feet up to a total of 575,000 square feet in exchange for decreases in other uses while production office, creative office, and retail cannot exceed 725,000 square feet, 700,000 square feet, and 25,000 square feet, respectively. This potential increase in sound stage floor area is considered in Table 3 on page 60. As provided therein, the Specific Plan at Project buildout under this potential exchange of uses is estimated to generate a total of approximately 9,370 employees (approximately 4,589 net new employees when accounting for the estimated number of existing employees). The estimated 4,589 net new employees would constitute approximately 9.25 percent of the employment growth forecasted between 2023 and 2028. In addition, in the event buildout of the Project potentially extends to 2045, the estimated 4,589 net new employees would constitute approximately 2.10 percent of the employment growth forecasted between 2023 and 2045.

While some new Project employees may be anticipated to relocate to the vicinity of the Project Site, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site. Accordingly, this potential indirect increase in population would not be substantial. Specifically, some employment opportunities may be filled by people already residing in the vicinity of the Project Site, and other employees would be expected to commute to the Project Site from other

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44 SCAG. ConnectSoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of SCAG's employment data for 2016 and 2045 data. The 2023 extrapolated value is calculated using SCAG's 2016 and 2045 values to find the average increase between years and then applying that annual increase to 2023: ((2,135,900 – 1,848,300) ÷ 29) * 7) + 1,848,300 = 1,917,721.

45 SCAG. ConnectSoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of 2016 and 2045 data. The 2028 extrapolated value is calculated using SCAG's 2016 and 2045 values to find the average increase between years and then applying that annual increase to 2028: ((2,135,900 – 1,848,300) ÷ 29) * 12) + 1,848,300 = 1,967,307.

46 SCAG. ConnectSoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast Appendix, Table 14, p. 35.

Table 2
Estimated Project Employment

Land Use	Size	Employee Generation Rate per sf[a]	Estimated No. of Employees
Existing			
Sound Stages	359,730 sf	0.0056[b]	2,015 emp
Production Support	255,510 sf	0.002	511 emp
Production Office	450,060 sf	0.004	1,800 emp
Creative Office	113,810 sf	0.004	455 emp
Total Existing			*4,781 emp*
Proposed Development			
Sound Stages	450,000 sf	0.0056[b]	2,520 emp
Production Support	300,000 sf	0.002	600 emp
Production Office	725,000 sf	0.004	2,900 emp
Creative Office	700,000 sf	0.004	2,800 emp
Retail	25,000 sf	0.004	100 emp
Total Project			*8,920 emp*
Net Increase			**4,139 emp**

sf = square feet

emp = employee

[a] *Except for sound stages, employee generation rates are from Los Angeles Department of Transportation and City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Assumes "general retail" rate for production support; "general office" rate for production office and creative office; and "high-turnover sit-down restaurant" rate is conservatively used for retail.*

[b] *Rounded rate assumes 100 employees for a typical 18,000-square-foot sound stage as a scalable density; employment rate from Manhattan Beach Studios (MBS), June 2021.*

Source: Eyestone Environmental, 2023.

communities both in and outside of the City, as occurs under existing conditions. Therefore, given that the Project would not directly contribute to substantial population growth in the Project area through the development of residential uses and since many of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site or who would commute to the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. Further, as the Project would be in an urbanized area with an established network of roads and other urban infrastructure, the Project would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth.

Table 3
Estimated Project Employment—Maximum Sound Stage Floor Area

Land Use	Size	Employee Generation Rate per sf[a]	Estimated Number of Employees
Existing			
Sound Stages	359,730 sf	0.0056[b]	2,015 emp
Production Support	255,510 sf	0.002	511 emp
Production Office	450,060 sf	0.004	1,800 emp
Creative Office	113,810 sf	0.004	455 emp
Total Existing			*4,781 emp*
Specific Plan Buildout			
Sound Stages	575,000 sf[c]	0.0056[b]	3,220 emp
Production Support	175,000 sf	0.002	350 emp
Production Office	725,000 sf	0.004	2,900 emp
Creative Office	700,000 sf	0.004	2,800 emp
Retail	25,000 sf	0.004	100 emp
Total Project			*9,370 emp*
Net Increase			**4,589 emp**

sf = square feet

emp = employee

[a] *Except for sound stages, employee generation rates are from Los Angeles Department of Transportation and City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Assumes general retail rate for production support; general office rate for production office and creative office; and high-turnover sit-down restaurant rate is conservatively used for retail.*

[b] *Rounded rate assumes 100 employees for a typical 18,000-square-foot sound stage as a scalable density; employment rate from Manhattan Beach Studios (MBS), June 2021.*

[c] *As described in Section 3, Project Description, of this Initial Study, the total sound stage floor area permitted within the Project Site under the Specific Plan may be increased from 450,000 square feet up to a total of 575,000 square feet in exchange for decreases in other uses while production office, creative office, and retail cannot exceed 725,000 square feet, 700,000 square feet, and 25,000 square feet, respectively.*

Source: Eyestone Environmental, 2023.

Based on the above, the Project would not induce substantial population growth either directly or indirectly. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not cause the displacement of any persons, housing, or require the construction of housing elsewhere. Therefore,

no impacts related to displacement of people or housing would occur, and no further analysis of this topic in the EIR is required.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Potentially Significant Impact. LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the floor area and associated occupancy on-site, which could result in the need for additional fire protection services during Project operation. Therefore, further analysis of potential impacts will be included in the EIR to determine if the Project would require new or physically altered government facilities resulting in adverse physical impacts.

b. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Potentially Significant Impact. Police protection for the Project Site is provided by LAPD. The Project would increase the floor area and associated occupancy on-site, which could result in the need for additional police services during Project operation. Additionally, construction sites can be sources of nuisances and hazards and invite theft and vandalism. Therefore, the EIR will provide

further analysis of potential impacts to determine if the Project would require new or physically altered government facilities resulting in adverse physical impacts.

c. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?

Less Than Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD), which is divided into six local districts. The Project Site is located within Local District Northeast and is served by Carpenter Community Charter, Walter Reed Middle School, and North Hollywood Senior High.[47] As previously discussed, the Project does not include residential uses. Therefore, Project implementation would not result in a direct increase in the number of students within the LAUSD service area due to the introduction of a residential population. In addition, while some new Project employees may be anticipated to relocate to the Project Site vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and, thus, an associated demand for new or expanded school facilities would not be expected. Furthermore, per SB 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered full mitigation of Project-related school impacts. Therefore, impacts related to service ratios or other performance objectives for schools would be less than significant, and no further analysis of this topic in the EIR is required.

d. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services?

Less Than Significant. Parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby public parks and recreational facilities include Moorpark Park (located approximately 0.7 mile northwest of the Project Site), Woodbridge Park (located approximately 1.7 miles northeast of the Project Site), Beeman Park (located approximately 1.5 miles northwest of the Project Site), Polaris Central Park (located approximately 1.2 miles west of the Project Site), Wilacre Park (located approximately one mile south of the Project Site), and Studio City Recreation Center (located approximately 1.4 miles northwest of the Project Site). As previously discussed, the Project would not include residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. In addition, the Project proposes on-site open space areas and may include fitness amenities for Project employees, thus reducing the likelihood that employees would use local parks and recreational facilities. While some new Project employees may be anticipated to relocate to the Project Site vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and, thus, an associated demand for new or expanded park facilities would not be expected. While it is possible that some of the employees may utilize local

[47] LAUSD. Local District Maps 2022-2023. https://achieve.lausd.net/Page/8652, accessed March 13, 2023.

parks and recreational facilities, such use would be anticipated to be limited due to work obligations and the amount of time it would take for employees to access off-site local parks. Moreover, Project employees would be more likely to use parks near their homes during non-work hours. Therefore, impacts related to park services would be less than significant, and no further analysis of this topic in the EIR is required.

e. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Less Than Significant Impact. Other public facilities available include libraries. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, eight regional branch libraries, and 64 neighborhood branch libraries, as well as through Web-based resources. The nearest library to the Project Site is the Studio City Branch Library located at 12511 Moorpark Street, approximately 2.1 miles west of the Project Site, and the North Hollywood Amelia Earhart Regional Library located at 5211 Tujunga Avenue, approximately 2.6 miles northeast of the Project Site. As previously discussed, the Project would not include residential uses and would not generate a new residential population that would utilize local libraries. In addition, while some new Project employees may be anticipated to relocate to the Project Site vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and, thus, an associated demand for new or expanded library facilities would not be expected. While it is possible that some of the employees may utilize local libraries, such use would be anticipated to be limited due to the availability of on-site and Web-based resources. Therefore, impacts related to libraries would be less than significant, and no further analysis of this topic in the EIR is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed above, the Project would not generate a new residential population that would regularly utilize nearby parks and recreational facilities, and any use of local parks and recreational facilities is anticipated to be limited. The new employment opportunities generated by the Project may be filled, at least in part, by employees presently residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities. Therefore, only a fraction of new Project employees would be expected to create new demand for local parks and recreational facilities, and such use is anticipated to be limited due to work obligations and the travel time necessary to access off-site parks and recreational facilities. In addition, Project employees are often more likely to use parks and facilities near their homes during non-work hours. Furthermore, the Project proposes on-site open space areas and may include fitness amenities for Project employees, thus reducing the likelihood that employees would use local parks and recreational facilities. Therefore, impacts related to parks and recreational facilities would be less than significant, and no further analysis of this topic in the EIR is required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As discussed above, the Project would not generate a new residential population that would regularly utilize nearby public parks and recreational facilities, and the Project would not require construction or expansion of public recreational facilities. In addition, the Project would not include recreational facilities available to the public. Therefore, no impact with respect to the construction or expansion of recreational facilities would occur, and no further evaluation of this topic in an EIR is required.

The potential development of fitness amenities for Project employees would be evaluated as part of the overall evaluation of Project impacts based on the size of the Project as the area of fitness amenities would be included as part of the Project floor area evaluated.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. During operation, the Project would generate vehicle and transit trips, resulting in an increase in the use of the Project area's transportation facilities. Therefore, the Project could potentially conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, further analysis of potential impacts will be provided in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Potentially Significant Impact. SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State's goals on reduction of greenhouse gas emissions, creation of a multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* in July 2019 (updated in August 2022), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

Project development and the associated increase in employment would increase VMT over existing conditions. Therefore, further analysis of potential impacts will be provided in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The Project Site is located in an urbanized area developed with numerous roadways and infrastructure. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the Project would not include any new public roads that would result in an increase in hazards due to a design feature. The Project would make use of the existing driveways and pedestrian entrances located around the Project Site perimeter while including additional limited access points to improve vehicular circulation and accessibility around the Project Site. In particular, as described in Section 3, Project Description, of this Initial Study, the Specific Plan would include the extension of Radford Avenue via the proposed Los Angeles River Connector, which would extend Radford Avenue to the

north across the Tujunga Wash to Moorpark Street. Vehicular ingress and egress to the North Lot would be limited to this new bridge via Moorpark Street; no through access for vehicles would be provided along Radford Avenue. Removable bollards, fire access gates, planters, and/or other traffic calming measures would be installed to prevent cut-through vehicular traffic by prohibiting vehicular access from Moorpark Street south to Ventura Boulevard. Proposed driveways would be designed to meet all applicable City Building Code and Fire Code requirements regarding Project Site access and would incorporate pedestrian warning systems, as appropriate.

Pedestrian and bicycle access would be provided along all street frontages at the access points. Pedestrian access would be provided along all street and alley frontages, and all access points would be controlled with gates and/or staffed guard houses.

The City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (Vision Zero) has identified the High Injury Network (HIN), a network of streets based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Within the Project area, Ventura Boulevard (to Carpenter Avenue) is identified in the HIN.[48] Vision Zero promotes projects designed to increase safety on these City streets, and improvements such as better connectivity and pedestrian, bicycle, and vehicular access will reduce fatality within the specified area of concern. The Project improvements to the pedestrian and vehicular environment would prioritize safety and access for all individuals and thus would not preclude future Vision Zero safety improvements by the City. Thus, the Project would not conflict with Vision Zero or exacerbate safety issues associated with the HIN.

Similarly, the *Mobility Plan 2035: An Element of the General Plan* (Mobility Plan) identifies key corridors as components of various mobility-enhanced networks. Each network is intended to focus on improving a particular aspect of urban mobility, such as transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. Within the Project area, Ventura Boulevard has been designated as part of the Transit Enhanced Network (TEN),[49] a segment of Ventura Boulevard and Radford Avenue are designated as the Pedestrian Enhanced District (PED),[50] and Colfax Avenue is designated for future bicycle lane implementation in the Bicycle Lane Network (BLN).[51] In addition, Colfax Avenue, (from Victory Boulevard to Acama Street) is part of the Neighborhood Enhanced Network (NEN).[52] The Project's access and circulation improvements and proposed Mobility Hubs would complement these designations and future facilities planned in the area by the .

In addition, the Project would not introduce any incompatible uses, as the proposed uses are consistent with the types of studio and related commercial uses already present on-site. Thus, the

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48 City of Los Angeles, High Injury Network GeoHub, https://geohub.lacity.org/datasets/4ba1b8fa8d8946348b29261045298a88_0/explore?location=34.146034%2C-118.388956%2C16.00, accessed December 27, 2022.

49 City of Los Angeles, Transit Enhanced Network, https://geohub.lacity.org/datasets/4ba1b8fa8d8946348b29261045298a88_0/explore?location=34.146034%2C-118.388956%2C16.00, accessed December 27, 2022.

50 City of Los Angeles, Pedestrian Enhanced District, https://geohub.lacity.org/datasets/3d19b9ccf7b94a4bbc5ad74e355c4595_0/explore?location=34.144889%2C-118.390011%2C16.00, accessed December 27, 2022.

51 County of Los Angeles, LA County Bikeways Map, https://dpw.lacounty.gov/bike/map.cfm, accessed December 27, 2022.

52 City of Los Angeles, Neighborhood Enhanced Network, https://geohub.lacity.org/datasets/ae57c142d0fc42cf9d28dc928512245f_0/explore?location=34.163822%2C-118.386904%2C14.00, accessed December 27, 2022.

Project's impact related to increased hazards due to a design feature or incompatible use would be less than significant, and no further analysis of this topic in the EIR is required.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. According to the City's General Plan Safety Element, California Government Code Section 65302(g)(1) specifies the need to plan for swift evacuation in the event of a fire or other emergency. In response, the City includes a wide range of physical environments and dramatic differences in population density based on the time of day or day of the week. To better accommodate the variety of evacuation scenarios, the City has developed a dynamic approach to evacuation response, one that can respond to different conditions. As specified in the City EOP Evacuations Annex, "primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County." However, in response to a more localized emergency, such as a hillside wildfire, LAFD works in coordination with LADOT and LAPD to identify the most appropriate local egress option and direct individuals to those routes. Other routes are shared in real time depending on which disaster and suitable evacuation routes are identified.[53]

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, off-site construction activities would occur in adjacent street rights-of-way, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would remain open such that at least one travel lane in each direction would be available. In the event of an emergency during construction of the Project, LAFD and LAPD would instruct businesses and residents of the area as to the specific evacuation plan as set forth in the Safety Element. The Applicant and construction contractor would comply with all instructions from LAFD and LAPD as to evacuation requirements. In addition, while operation of the Project would generate vehicle trips in the Project Site vicinity and could result in some modifications to the Project Site's access, the Project would comply with LAFD access requirements and would not impede emergency access in the Project Site vicinity. The proposed Los Angeles River Connector would also provide additional access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access. Impacts regarding emergency access would be less than significant, and no further evaluation of this topic in the EIR is required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

[53] Los Angeles Safety Element, November 2021, p. 23.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact (Checklist Questions XVIII.a and XVIII.b). AB 52 established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074. As specified by AB 52, a lead agency must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As previously discussed, the Project would require excavations to approximately 50 feet below the existing ground surface. Therefore, the potential exists for the Project to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe.

In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations for the Project. Further analysis of this topic will be provided in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. Water, wastewater, electric power, and natural gas systems consist of two components, the source of the supply or place of treatment (for wastewater) and the conveyance systems (i.e., distribution lines and mains), which link the location of these facilities to an individual development site. Given the Project's increase in floor area within the Project Site and the potential corresponding increase in water, electricity, and natural gas demand and wastewater generation, further analysis of potential impacts in the EIR will be provided.

Regarding stormwater drainage, as discussed above in Response to Checklist Question X.c.iii., potential changes in drainage patterns on-site could create or contribute runoff which could exceed the capacity of the local stormwater drain system. As such, potential impacts will be evaluated in the EIR.

With respect to telecommunications facilities, the Project would include the construction of new on-site telecommunications infrastructure to serve new buildings and potential upgrades and/or relocation of existing telecommunications infrastructure. Analysis of these improvements will be evaluated in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. LADWP supplies water to the Project Site. Given the Project's increase in floor area on the Project Site, the Project would increase demand for water provided by LADWP. Therefore, further analysis of potential impacts will be provided in the EIR.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. Refer to Response to Checklist Question XIX.a., above. As discussed therein, the Project would result in an increase in wastewater generation from the Project Site. Therefore, further analysis of potential impacts will be provided in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. The City of Los Angeles Department of Sanitation and Environment (LASAN) generally provides waste collection services to single-family and some small multi-family developments. Private haulers permitted by the City provide waste collection services for most multi-family residential, commercial, and institutional developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. Given the Project's increase in floor area on the Project Site, the Project would increase the amount of solid waste generated from the Project Site. Therefore, further analysis of potential impacts will be provided in the EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991,

which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste[54] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to arrange for organic waste recycling services.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size.[55] The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling, as well as the City's Curbside Recycling Program. In addition, as discussed above, pursuant to LAMC Sections 66.32 through 66.32.5 (the City's Construction and Demolition Waste Recycling Ordinance No. 181,519), the Project's general contractor and/or subcontractors would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. Since the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

[54] Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

[55] Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed above, Project Site is located in an urbanized area, and is developed with relatively level topography. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[56,57] Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would not result in impacts related to impairing an adopted emergency response plan or emergency evaluation plan within a wildfire area. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed above, the Project Site's topography is relatively level and is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[58,59] Therefore, as the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and due to the flat topography of the Project Site and

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56 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, available at http://zimas.lacity.org, accessed December 28, 2022.

57 City of Los Angeles General Plan Safety Element, November 2021, p. 27.

58 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, available at http://zimas.lacity.org, accessed December 28, 2022.

59 City of Los Angeles General Plan Safety Element, November 2021, p. 27.

surrounding area, the Project would not result in impacts related to exacerbating wildfire risks. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above, the Project Site is located in an urbanized area, and is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[60,61] As the Project Site is not located within or near state responsibility areas or lands classified as very high fire hazard severity zones, the Project would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, or emergency water sources to assist with fire suppression in a wildfire area. Therefore, while the Project could require utility improvements to connect the new buildings to the main infrastructure, such improvements would not be located within or near state responsibility areas or lands classified as very high fire hazard severity zones and would not be considered wildfire area associated infrastructure. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As previously discussed, the Project Site is located in an urbanized, generally level area. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in an EIR is required.

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60 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2368-001-028, 2368-001-029, 2368-001-030 and 2368-005-011, available at http://zimas.lacity.org, accessed December 28, 2022.

61 City of Los Angeles General Plan Safety Element, November 2021, p. 27.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed above, while the Project Site is located in a highly urbanized area, the Los Angeles River and Tujunga Wash are located immediately adjacent to the Project Site and could provide habitat to sensitive species. Additionally, certain buildings within the Project Site were constructed over 50 years ago and could potentially be identified as historic. Lastly, the Project could involve excavations to lower depths within areas not previously excavated, and previously undiscovered archaeological, paleontological, and tribal cultural resources could be discovered. Therefore, further evaluation of these topics will be included in an EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are

greater than the impacts of the Project alone. Located in the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: aesthetics; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (police and fire protection); transportation; tribal cultural resources; and utilities and service systems (water supply, wastewater, and solid waste).

- **Agriculture, Forest, and Mineral Resources**—As described above, no such resources are located on the Project Site or in the surrounding area. The Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts to agriculture, forest, and mineral resources would be less than significant.

- **Population and Housing**—As with the Project, not all related projects would include residential uses which would directly introduce an additional residential population to the vicinity. As discussed in the analysis above, the Project does not propose residential uses and thus would not directly contribute to population growth. As part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address potential impacts related to population and housing (for example, providing replacement housing if existing housing is removed). Thus, Project impacts related to population and housing would not be cumulatively considerable, and cumulative impacts would be less than significant.

- **Public Services (Schools, Parks, Recreation, and Libraries)**—As previously discussed, the Project does not include residential uses. Therefore, the Project would not contribute substantially to a cumulative impact on schools, parks and recreation, and libraries. Therefore, cumulative impacts related to these public facilities would be less than significant.

- **Wildfire**—The Project Site is located in an urbanized area and there are no wildlands located in the vicinity of the Project Site. Therefore, the Project would not contribute to an increased wildfire risk. Moreover, the Project and related projects would be developed in accordance with LAMC and LAFD requirements pertaining to fire safety. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to wildfires. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less that significant.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regards to the following topics: aesthetics; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (police and fire protection); transportation; tribal cultural resources; and utilities and service systems (water supply, wastewater, and solid waste). As a result, these potential effects will be further analyzed in the EIR.